

Planning

Growth & Development

Delegated officer report for planning application

Application no. 145073/FH/2026
Date registered valid: 30 January 2026
Proposal: Installation of rear dormer
Address: 48 Lindsay Avenue, Manchester, M19 2AG
Ward(s): Rusholme Ward

Applicant: Mrs Sabrina Shams
Agent (if any): Mr Niamat Ali, NA Design
Case officer: Harriet Aidoo
Tel: 0161 234 4532
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Recommendation: Approve
Date of recommendation: 24 March 2026

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 10 February 2026

Standard consultations:

Printed: 4 February 2026 Expired: 25 February 2026

Neighbour notifications

Printed: 4 February 2026 Expired: 25 February 2026

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of site / building / area

The application relates to a pitched roof, bay-fronted, semi-detached dwellinghouse situated along a tree lined street in Rusholme ward.



Figure 1. Site visit 10.02.2026

The property benefits from substantial amenity space to the front, side and rear elevations, off-street car parking; together with boundary treatment along the perimeter.

There is an existing two storey side extension, consented by planning permission (ref. no.124393/FH/2019).

The western elevation of the application site abuts an elevated active railway line. The immediate area is predominantly residential, characterised by similar red brick semi-detached housing.

The application site is within close proximity to Levenshulme and Longsight District Centres, making it within walking distance of various shops, bars, food outlets and public transport.

Site History

- CDN/20/0646 - Discharge of condition no. 7 (Driveway surfacing and drainage) attached to planning permission ref: 124393/FH/2019. Approved 06.04.2021
- 124393/FH/2019 - Proposed conversion of existing garage and the erection of a first storey side extension over garage. Approved 04.10.2019

Description of development

The submitted application proposes a rear roof dormer to facilitate a loft conversion.

In the case of this application, there appeared to be an anomaly on the initially submitted proposed floor and elevation plan; therefore, clarification was sought from the planning agent. Revised plans were subsequently submitted, dated (18/03/26). It is intended to set-back the proposed dormer 200mm (minimum).

The proposed flat roof dormer extension would be sited along the rear roof elevation of the original dwellinghouse, whilst being stepped-away approximately 110mm from the common boundary with no. 46 Lindsay Avenue and approximately 147mm (minimum) from the existing two storey side extension. It would also be set-back 200mm (minimum) from the eaves and set below the existing roof ridge and would measure approximately (3963mm deep x 5753mm wide x 2207mm maximum height). It would include 2no. windows along the rear elevation and it is intended to use materials matching the existing dwellinghouse, together with hung tiles to match, for the dormer wall.

Consultations & Notification Responses

1. Local residents

Occupiers of properties surrounding the application site were notified of the proposal. Six comments were received from local residents' objecting to the proposal. A summary of the planning related issues are as follows:

Car parking

Residents are deeply concerned that parking is already a problem along the Avenue, close to the railway embankment, and therefore, it is believed there is the potential for more car driving residents as a result of the proposal, which would further exacerbate the existing situation.

Potential HMO and over intensification of use

Residents have expressed concerns that the proposed additional rooms might enable the transition to a HMO or flats, which they believe is not in keeping with the nature of the residential area.

Flood risk

Whilst residents are of the opinion that an increase in mass of the house and increase in bedrooms could result in additional parking requirements on the street, exacerbating current parking issues; it is also believed that it could result in more properties paving over their front drives for car parking requirements, and thereby consequentially increasing surface water flooding. They are additionally concerned that the road is already a medium risk for surface water flooding and at multiple points on the street huge pools of water form; and therefore, more paved drives would increase surface water flood risk.

2. Network Rail

Given the application site is adjacent to the railway line, Network Rail Asset Management submitted the following comments, which were subsequently forwarded to the planning agent and their client:

Whilst the proposal appears to be 8m+ from the railway boundary to the side of the house it does appear that the works for the rear dormer will be within 10m, therefore the applicant is advised of the following:

Measurements to railway tracks and railway boundary

When designing proposals, the developer and council are advised, that any measurements must be taken from the operational railway / Network Rail boundary and not from the railway tracks themselves. From the existing railway tracks to the Network Rail boundary, the land will include critical infrastructure (e.g. cables, signals, overhead lines, communication equipment etc) and boundary treatments (including support zones, vegetation) which might be adversely impacted by outside party proposals unless the necessary asset protection measures are undertaken. No proposal should increase Network Rail's liability. To ensure the safe operation and integrity of the railway, Network Rail issues advice on planning applications and requests conditions to protect the railway and its boundary.

Obligations

Properties adjoining or in the vicinity of the railway are frequently the subject of obligations, rights, exceptions and reservations for the benefit of Network Rail's land and railway. The applicant must review the title to their property to see whether any such obligations etc exist and ensure that there is no non-compliance or breaches of them or any interference with or obstruction of Network Rail's rights and reservations. If the proposed development would not

comply with or would breach any of the terms of the conveyance, the developer must revise his proposals.

RAMS

The developer is to submit directly to Network Rail asset protection, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer.

Encroachment

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail land and its infrastructure or undermine or damage or adversely affect any railway land and structures.

There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land or under the Network Rail boundary.

All buildings and structures on site including all foundations / fencing foundations must be constructed wholly within the applicant's land ownership footprint.

Buildings, windows and structures must not over-sail Network Rail air-space/boundary.

Any future maintenance must be conducted solely within the applicant's land ownership.

Rainwater goods must not discharge towards or over the railway boundary

Should the applicant require access to Network Rail land to facilitate their proposal they would need to approach the Network Rail Asset Protection Team at least 20 weeks before any works are due to commence on site. The applicant would be liable for all costs incurred in facilitating the proposal and an asset protection agreement may be necessary to undertake works.

Network Rail reserves the right to refuse any works by an outside party that may adversely impact its land and infrastructure.

Any unauthorised access to Network Rail air-space or land will be deemed an act of trespass.

Scaffolding

Scaffolding which is to be constructed within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffolding / access for working at height within the footprint of their land ownership boundary. The applicant is

reminded that when pole(s) are erected for construction or maintenance works, they must have a minimum 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.

This is to ensure that the safety of the railway is preserved, and that scaffolding does not:

Fall into the path of on-coming trains

Fall onto and damage critical and safety related lineside equipment and infrastructure
Fall onto overhead lines bringing them down, resulting in serious safety issues (this is applicable if the proposal is above the railway and where the line is electrified).

Network Rail would request a condition is applied as follows within the planning consent:

Drainage proposals and Network Rail land

The applicant must ensure that the proposal drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. Therefore, the proposed drainage on site will include the following:

All surface waters and foul waters must drain away from the direction of the railway boundary. Soakaways for the proposal must be placed at least 30m from the railway boundary.

Any drainage proposals for less than 30m from the railway boundary must ensure that surface and foul waters are carried from site in closed sealed pipe systems.

Railway Interface

The local planning authority (LPA) are not responsible for the safe operation of the railway or our assets and the issues raised by the developer/applicant will ultimately need to be agreed by Network Rail engineering to ensure the proposed development does not interfere with the safety of the railway.

All new enquiries will need to be submitted via the Asset Protection and Optimisation - Customer Portal

Link to ASPRO ACE Portal [ASPRO Network Rail Implementation \(oraclecloud.com\)](https://oraclecloud.com)

From there, the client can create an account and submit their enquiry. Enquiry will then be assigned to one of the Asset Protection team to progress. The assigned team member will then be in a position to review and comment on any submissions from the outside party.

Information for Developers / LPA regarding formal railway interface

Network Rail are required to carry out assurance of planning proposals on land adjacent to the railway. We are constrained by regulations around the use of public funds, which prevents us from spending time on private projects without recouping our costs from the proposer.

No works are to commence until agreed with Network Rail.

Following direct correspondence between the applicant and Network Rail - Asset Protection Technical Interface Specialist, confirmation was sent to the applicant advising that there is no objection to the works, (email to applicant dated, 27/02 /2026). Subsequent comments were received by Planning from Network Rail Asset Management advising that:

On the basis of NR ASPRO comments there are no further comments and the proposal can be determined.

POLICY

The following guidance and policies are considered to be relevant to the proposed development.

1. The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012:

- Policy DM1 (Development Management)
- Policy SP1 (Spatial Principles)
- Policy EN1 (Design Principles and Strategic Character Areas)
- Policy EN19 (Waste)

2. Places for Everyone (2022 - 2039)

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies in relation to jobs, new homes and sustainable growth for nine of the 10 boroughs which make up Greater Manchester. The Plan and its policies are a material planning consideration in the determination of planning applications and therefore be given significant weight in the planning balance. The following policy is considered to be relevant:

- Sustainable and Resilient Places, JP-S1: Sustainable Development
- Places for People, JP-P1: Sustainable Places

3. Unitary Development Plan (UDP), (1995) - The UDP has been superseded by the Core Strategy Development Plan.

- Saved Policy DC1 for Residential Extensions is still considered of relevance.

4. Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007:

- Chapter 2: Design

5. Draft National Planning Policy Framework - 16th December 2025 is under consultation and as such is a material consideration. However, until its adoption, the current NPPF (December 2024) is still in place. Of relevance are:

- Chapter 2 - Achieving sustainable development
- Chapter 4 - Decision-making
- Chapter 12 - Achieving well-designed places

ISSUES

In this instance, further clarification was sought from the planning agent regarding the initially submitted proposed floor and elevation plan. Revised plans were subsequently submitted, dated (18/03/26).

Principle of development

The proposed development is an extension to a residential dwelling, this is considered acceptable in principle as many people prefer to extend their homes rather than move in order to meet the changing residential needs of families; provided that there is no overriding unduly harmful impact upon either the character of the property, or upon the visual and residential amenity of neighbouring occupiers. Consideration must therefore be given to the proposal's appearance, impact on the visual amenity of the area and impact on the neighbouring properties' residential amenity.

Residential and visual amenity

Impact of works (rear roof dormer to facilitate loft conversion) - In the case to this application, given the revised plan (dated, 18/03/26), it is considered that the issue raised with the planning agent has been sufficiently overcome. Therefore, on this basis and in light of the pre-existing contextual relationship along the rear boundaries and along the rear elevation; particularly, the separation distance from the railway line and from those houses along the rear boundary; specifically no. 43 Collingwood Road, coupled with the fact that the proposal would mirror similar developments along the neighbourhood, it is considered that the revised submitted plan would not unduly impact on residential and visual amenity, nor would it adversely impact on the character of the property or the general area as there are no undue overbearing, overshadowing, or loss of privacy impact, and therefore, the proposal could be accommodated in this location in this instance.

Additionally, whilst local residents have expressed concerns of the potential for more car driving residents as a result of the proposal, this statement is hypothetical. Residents have advised on-street car parking to be the norm along Lindsey Avenue from the comments received during neighbour notification. Furthermore, whilst a 20mph zone applies along Lindsey Avenue, there are no parking restrictions along the Avenue. Therefore, should the 2no. additional bedrooms being proposed create a slight demand for on-street car parking, given the width of the application site along the Lindsey Avenue elevation, on-street car parking could be accommodated and would not warrant the refusal of planning permission on the basis of the 2no. additional bedrooms being proposed.

With regard to local residents' concerns that the proposed 2no. additional bedrooms would result in intensification of use and might enable the transition to a HMO or flats, which they

believe is not in keeping with the nature of the residential area; yet again, this statement is hypothetical. However, to safeguard the character of Lindsey Avenue and to maintain the sustainability of the accommodation for people living as families, it is recommended that a condition is attached to any planning permission, to maintain Class C3(a) use.

In terms of the comments raised about surface water flooding as a result of the submitted application, as the proposal would be sited along the rear roof elevation, a SUDS strategy would not have been required as part of this application.

For the reasons outlined, it is considered that the proposed development responds positively to the Manchester Core Strategy Development Plan Document Policy SP1 and DM1 and saved Policy DC1 of the Unitary Development Plan.

Impact of works (Design and appearance) - It is intended to clad the external facing walls of the dormer in tiles matching those on the existing roof of the original dwellinghouse and as stated on the submitted revised drawing, (dated 18/03/26), which is considered acceptable in terms design and appearance. However, a condition has been attached to ensure that materials are adhered to; pursuant with The Manchester Core Strategy Development Plan Document Policies SP1 and DM1 and saved Policies DC1 of the Unitary Development Plan.

Impact of works (Refuse storage and collection) - The existing arrangement would be unaffected. The proposal itself has little impact on waste from the site. It uses the current storage and collection methods on site; pursuant with The Manchester Core Strategy Development Plan Document policy DM1, EN19; and saved policy DC1 of the Unitary Development Plan.

Impact of works (Vehicular access and car parking) - The existing vehicular access and car parking arrangement would be unaffected. Residents have also confirmed on-street car parking to be the norm along Lindsey Avenue from the comments received during neighbour notification. Furthermore, there are no parking restrictions along Lindsey Avenue, and therefore, given the width of the application site along the Lindsey Avenue elevation, a slight demand for on-street car parking in front of the application site could be accommodated and would not warrant the refusal of planning permission on the basis of the 2no. additional bedrooms being proposed; pursuant with The Manchester Core Strategy Development Plan Document Policy DM1 and saved Policy DC1 of the Unitary Development Plan.

Objectors' comments - In terms of planning comments raised by the objectors, these have been duly considered in the issues section above. Comments that fall outside of planning legislation such as civil matters, and issues regulated by building control legislation, Road Traffic Regulation Act, Traffic Management Act and the Highway Code cannot be considered as part of this planning application.

Conclusions - For the reasons outlined and on balance, and subject to planning conditions, it is considered that the proposal responds positively to the policy documents above.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

In this instance, further clarification was sought from the planning agent regarding the initially submitted proposed floor and elevation plan. Revised plans were subsequently submitted, dated (18/03/26). The local planning authority had no other issues to raise with the agent but have attached appropriate conditions to the approval.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

- Householder Application for Planning Permission for works or extension to a dwelling form, received by the City Council as the Local Planning Authority on 30 January 2026.
- Location Plan with application site edged in red, received by the City Council as the Local Planning Authority on 30 January 2026.
- Proposed Floor Plan, DRAWING No NA-B01, received by the City Council as the Local Planning Authority on 18 March 2026.
- Proposed Elevations, DRAWING No NA-B03, received by the City Council as the Local Planning Authority on 18 March 2026.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to saved policies DC1 of the Unitary Development Plan for the City of Manchester (1995) and policies SP1 and DM1 of the Core Strategy (2012).

3) The rear roof dormer extension hereby approve shall be clad in tiles matching those on the existing roof and as stated on the approved drawings.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority, in the interests of the visual amenity of the area within which the site is located, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester (1995); and policies SP1, DM1, EN1 of the Manchester Core Strategy Development Plan Document (2012)

4) The flat roof of the extension(s) shall not be used for any other purpose other than as a means of escape in emergency or for maintenance of the building.

Reason - To safeguard the amenities of the adjoining premises for overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows or doors shall be inserted into the elevations of the development hereby approved other than those shown on: Proposed Floor Plan, DRAWING No NA-B01, and Proposed Elevations, DRAWING No NA-B03, both received by the City Council as the Local Planning Authority on 18 March 2026.

Reason - In the interest of residential amenity, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester (1995) and policy DM1 of Manchester's Local Development Framework: The Manchester Core Strategy (2012).

6) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this is use by a single person or by people living together as a family.

Reason - In the exceptional circumstances of a proliferation of HMOs and short term lets restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Appendix 1 – List of consultees & neighbours notified

Network Rail

46 Lindsay Avenue, Manchester, M19 2AG
51 - 53 Lindsay Avenue, Manchester, M19 2AR
53 Lindsay Avenue, Manchester, M19 2AR
43 Lindsay Avenue, Manchester, M19 2AR
49 Lindsay Avenue, Manchester, M19 2AR
47 Lindsay Avenue, Manchester, M19 2AR
45 Lindsay Avenue, Manchester, M19 2AR
43 Collingwood Road, Manchester, M19 2AP

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: SOUTH AREA